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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	[REDACTED]	25X1
SUBJECT	Railroad Traffic Difficulties	DATE DISTR.	19 January 1954	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. On 24 October 1953, [REDACTED]

traffic conditions connected with autumn harvest requirements had in no way improved. [REDACTED]

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2. [REDACTED] one section of East German industry would have to cut out its output and factories would be closed down if this state of affairs continued. RBD Erfurt, for instance, was unable to continue supplying sufficient freight cars for coal and potato transport needs. Furthermore, the Soviet authorities had, without prior warning of any kind, closed an important section of the railway line in RBD Erfurt and had stated that it could only be used for military traffic. The sudden decision by the Soviet authorities left no time for RBD to prepare by-pass lines for industrial goods and, because of this, a large backlog of trains [REDACTED] in RBDs Halle and Magdeburg; stations in RBD Halle were blocked with cars and the central dispatch office working double shifts in order to cope with the situation.

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3. [REDACTED] daily freight car availability for the whole of East Germany was approximately 30,000 cars, whereas industrial requirements, together with empty cars sent to Poland for coal shipments, averaged 45,000 to 48,000 daily. [REDACTED] it was not possible to meet such requirements.

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4. [REDACTED] the Ministry of Railways would retain transit cars (about 3,000 daily) for the autumn harvest requirements and in this connection would rather meet the additional costs than be unable handle the harvest traffic.

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25 YEAR
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